

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1145

IN THE MATTER OF:

Served June 7, 1971

Application of Washington,)
Virginia and Maryland Coach)
Company, Inc., to Abandon)
Routes 14S and 15W, and)
Change Route Designation)
of Route 16C.)

Application No. 695

On May 12, 1971, Washington, Virginia and Maryland Coach Company, Inc., (W. V. & M.) filed Application No. 695 for authority to abandon the Arlington Suburban Express Route 14S and the Fairfax Suburban Express Route 15W. Authority was also requested to change the route designation of the Fairfax Fringe Parking Express from 16C to 5T. The proposed effective date of these changes is June 13, 1971.

The 14S and 15W are part of the reverse-flow Capital Flyer system presently being operated under a contract with the Metropolitan Washington Council of Governments, (COG) through a demonstration grant from the Urban Mass Transportation Administration of the United States Department of Transportation.

The 14S operates between the Cardozo area of Washington and the Webb Ballston employment complex in Arlington. The 15W operates between Cardozo and Tyson's Corner in Fairfax. These routes each provide one outbound trip in the morning and one inbound trip in the evening. The fare is 25¢ under the COG contract which expires June 11, 1971. In its application, W. V. & M. states that only a very limited ridership has developed even at the subsidized 25¢ level, and does not warrant continuation at regular interstate fares which would be 65¢ on the 14S and 50¢, 65¢, or 80¢ on the 15W depending upon the zone of travel.

The 16C is an express service provided in the direction of traffic flow being operated at regular interstate fares. Its patronage clearly warrants continuation of the service, but W. V. & M. wants to change the route designation to 5T. The Commission is unconvinced by the reasons put forth for this change, and feels it is better to leave the route designation as it is, since the patrons are already familiar with it.

Passenger counts on the 15W indicate that, after a year and a half trial at a 25¢ fare, the average trip carries less than a dozen passengers. The Commission agrees that this does not warrant the continuation of this route at a substantially higher fare. Route 14S, however, has developed an average ridership of more than two dozen passengers. In addition, the Commission has received information from the D. C. Manpower Administration that it will be placing at least thirty Cardozo residents in summer jobs at the Webb Ballston complex and will pay their bus fare. The Commission believes that these facts warrant the continuation of Route 14S at least through the summer. However, after the subsidy contract expires, it will be necessary to continue this service at the authorized interstate fare of 65¢.

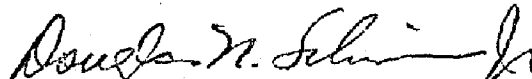
W. V. & M. has indicated its agreement with these changes.

THEREFORE, IT IS ORDERED:

1. That Washington, Virginia and Maryland Coach Company, Inc., be, and it is hereby, authorized to abandon its Fairfax Suburban Express Route 15W, effective June 13, 1971.
2. That in all other respects Application No. 695 be, and it is hereby, denied.
3. That Washington, Virginia and Maryland Coach Company, Inc., file appropriate tariff amendments to include Routes 14S and 16C in its WMATC Tariff No. 35, on or before June 7, 1971 to be effective June 13, 1971.
4. That WMATC Tariff No. 38 of Washington, Virginia and Maryland Coach Company, Inc., be, and it is hereby, cancelled in its entirety, effective June 13, 1971.

5. That Washington, Virginia and Maryland Coach Company, Inc., prepare, print, and distribute to all passengers of Routes 14S and 15W handouts clearly explaining the changes authorized herein. This procedure is to be followed for at least the last full week of operation prior to June 13, 1971.

BY DIRECTION OF THE COMMISSION:


DOUGLAS N. SCHNEIDER, JR.
Executive Director

